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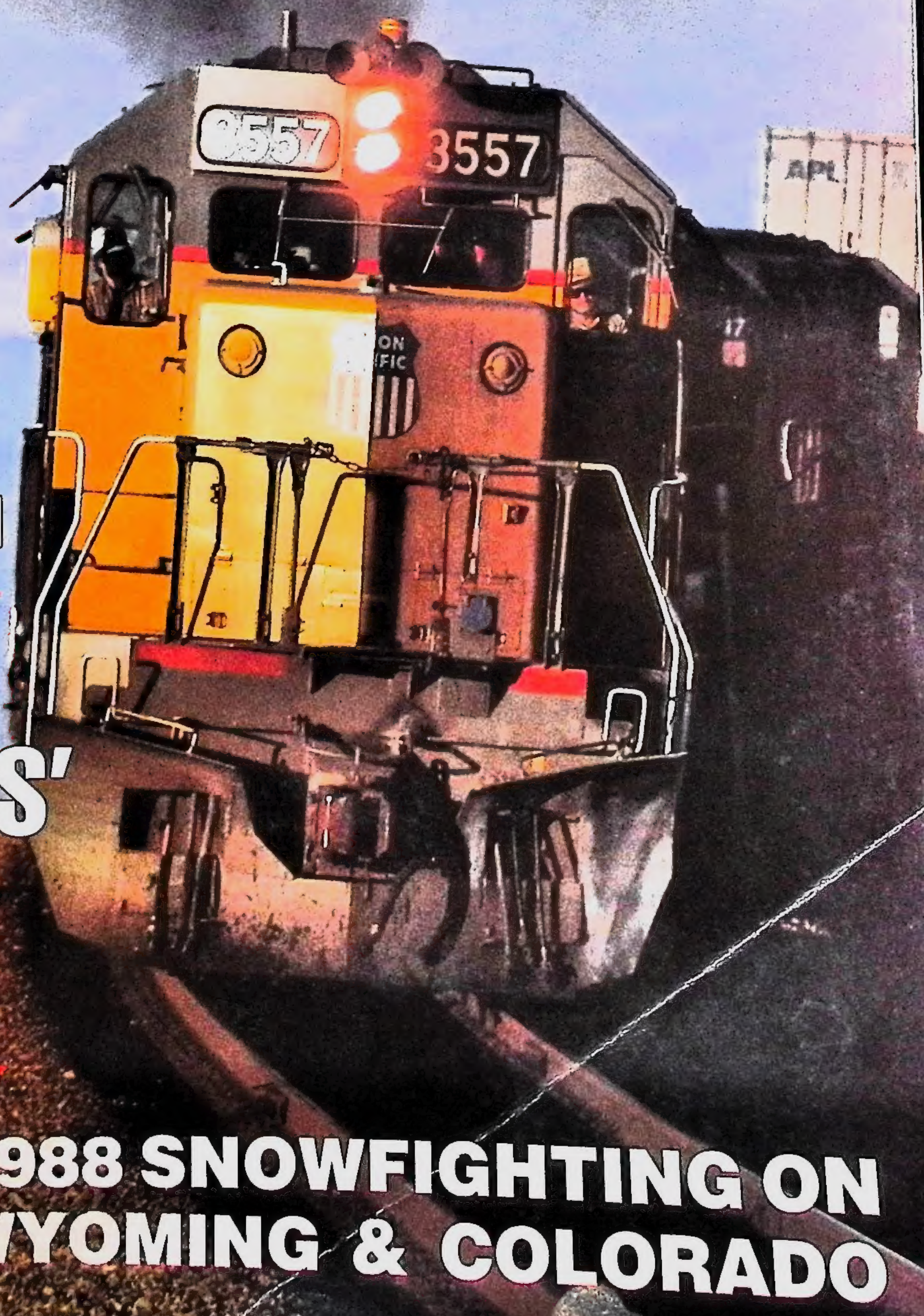
Trains



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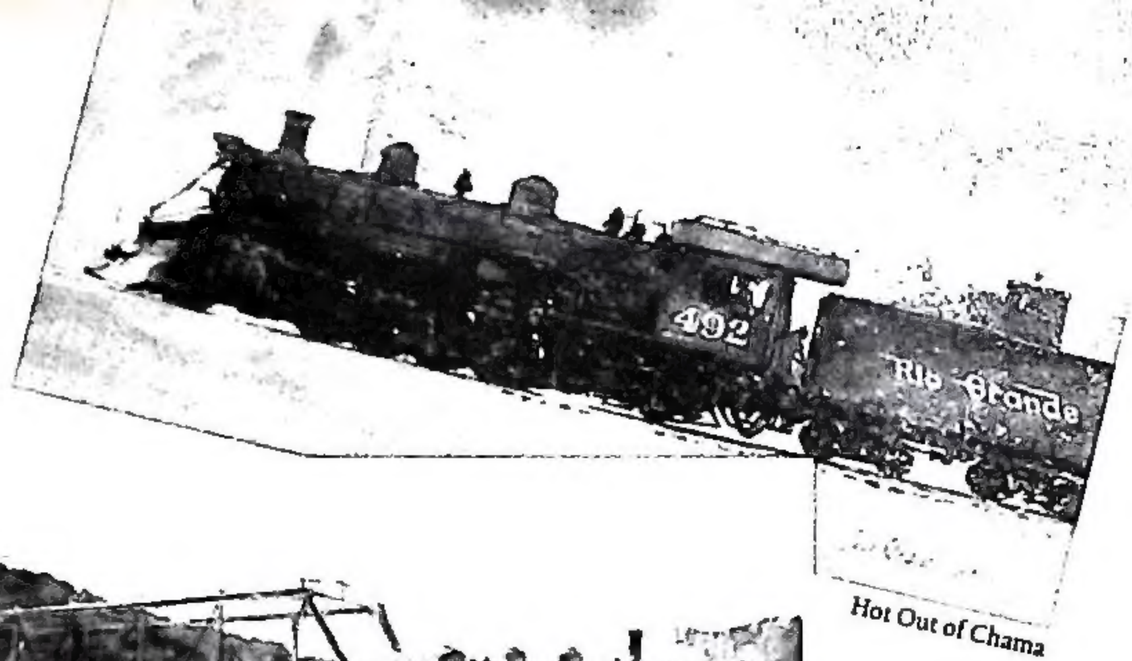

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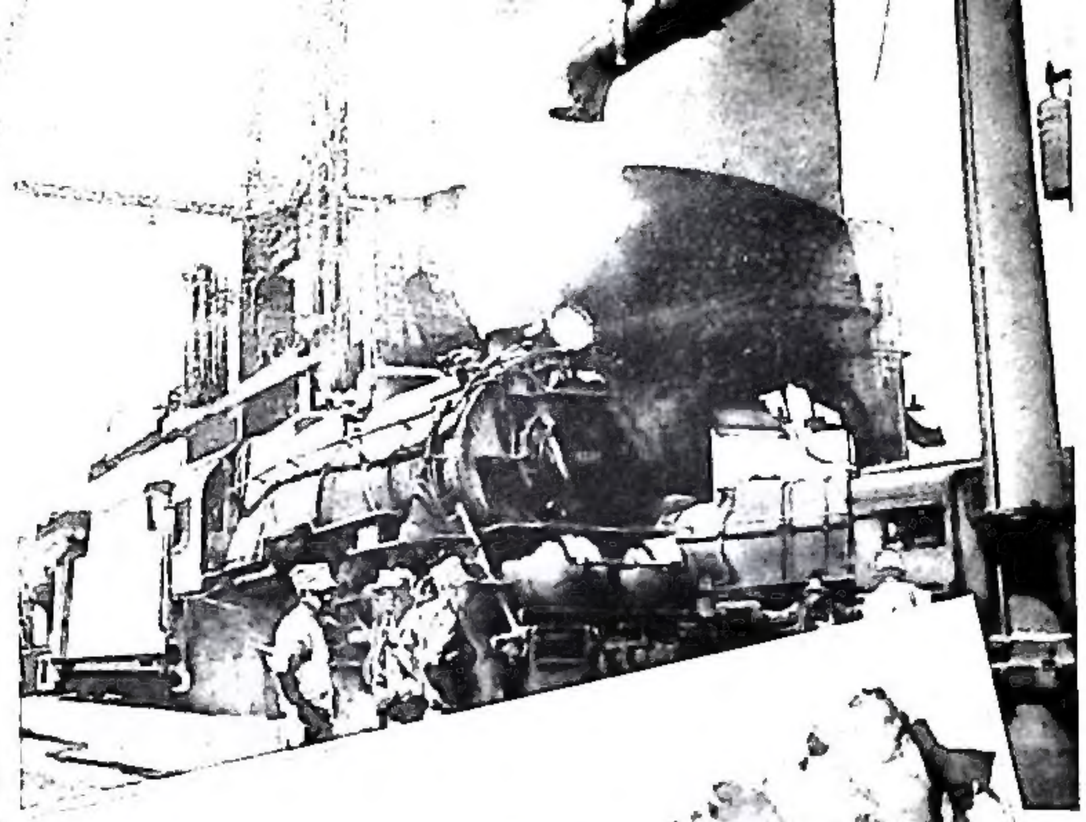

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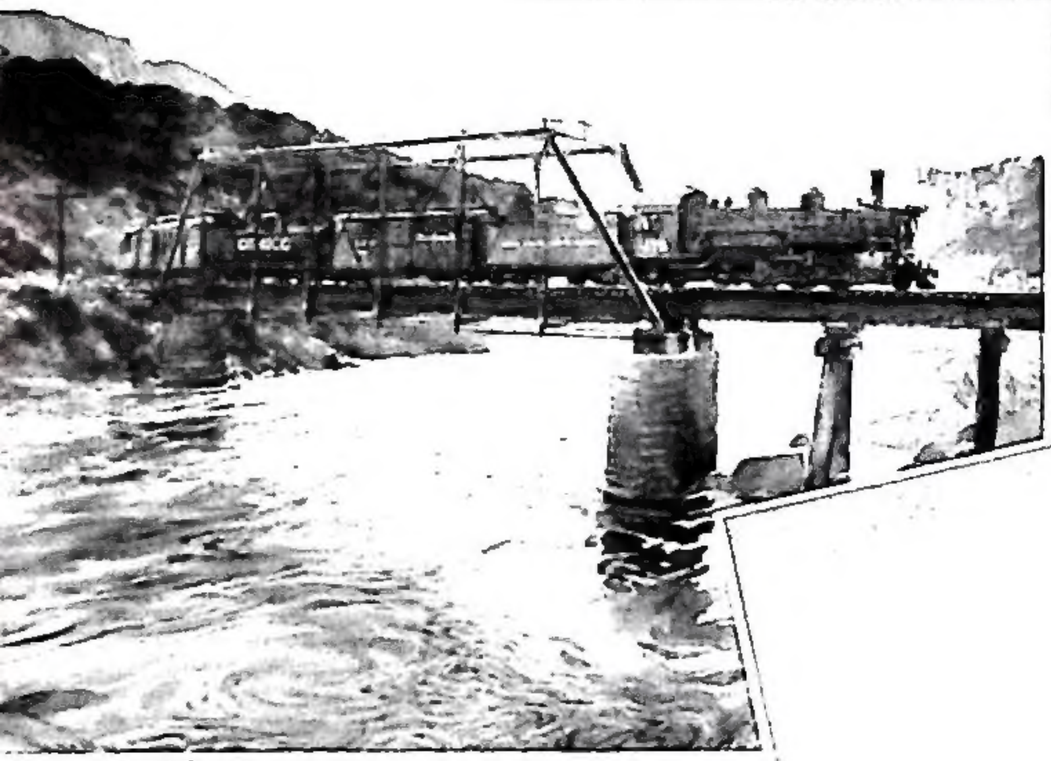

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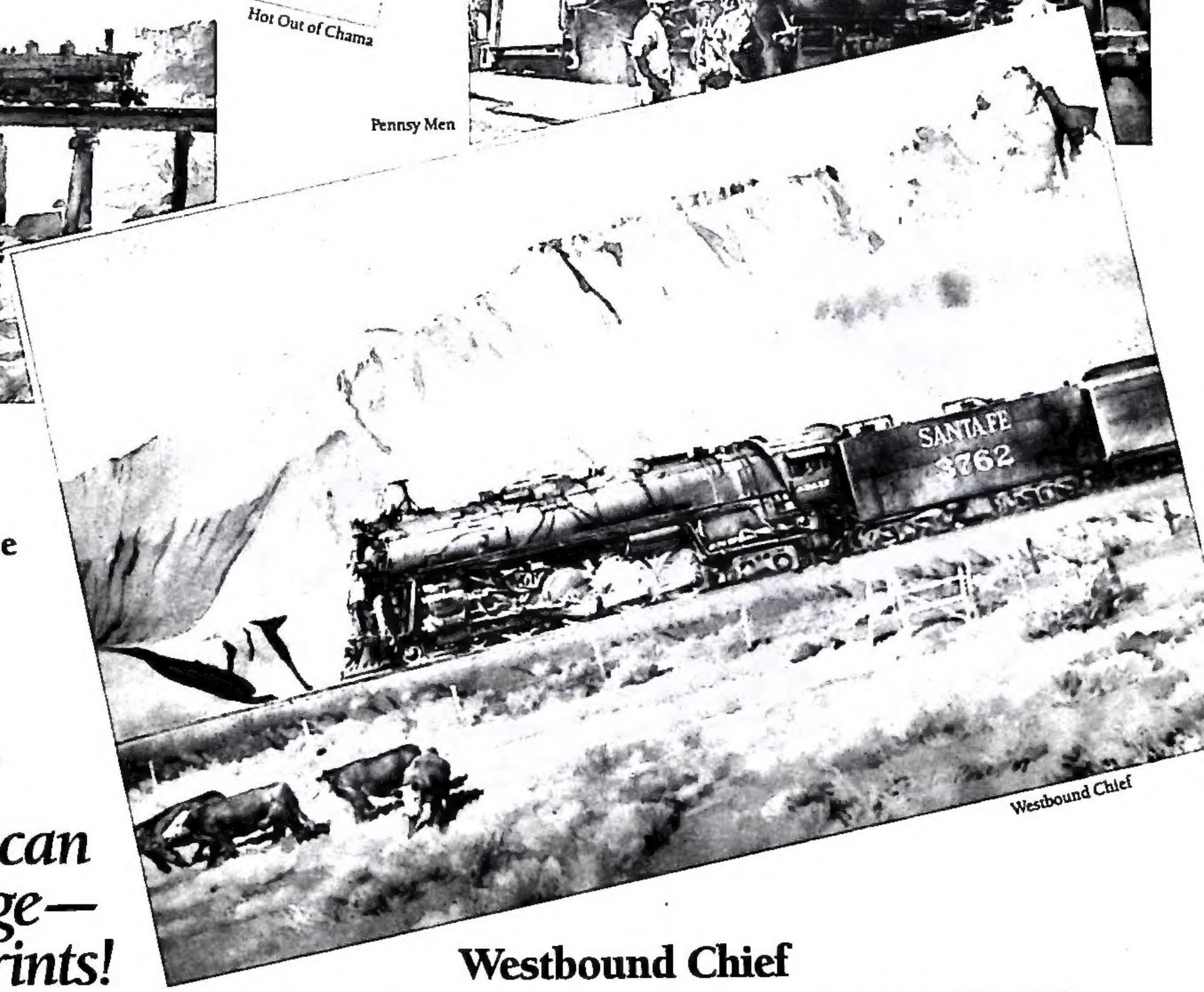

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GLORY OF WINTER: Dave Gross witnessed spectacular plowing action on Wyoming & Colorado (pages 52-55).

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Don't we know enough to come in out of the rain?

ON THE COVER: Dave Gayer photographed Los Angeles-bound Union Pacific train ALP/ six 3000 h.p. EMD SD40-2 diesels leading its double-stacked American President Lines containers, as it left the Great Salt Lake basin at Lakepoint, Utah, on November 22, 1987.

VANTAGE POINT

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WHY TRAINS ILLUSTRATED? In a word, capacity. Over half of those of us who consider railroading an avocation take photographs of our favorite subject, according to the last survey of readers by our monthly sister, TRAINS Magazine, the largest in the field with 96,342 circulation. And since the number of railroad enthusiasts is increasing, so are the ranks of rail photographers. TRAINS alone cannot keep its balanced format of contemporary and historical feature stories, and illustration, and at the same time do justice to the influx of good photographs. So we proudly step in to fill the void with TRAINS ILLUSTRATED, which we are confident will be the top showcase for rail photographers (and only that—TI is leaving such ingredients as historical text, first-person anecdotes, current events, and "Railroad News Photos" to TRAINS). Quality, not quantity, is TI's premise—quality reproduction of quality work. You'll see in the following pages that TI is dedicated to generous photo reproduction. The work herein, over artists' credit lines familiar in the field (as well as some not so familiar), speaks for itself. The reproduction is evident if you compare the sharpness of the cover treatment of Dave Gayer's photo with that below, which is the full image of the same 35mm Kodachrome frame! TI's success will depend heavily on subscription support from this premier issue; if TI gets a green signal, we'll resume four-times-a-year publication next June. We hope you will share the promise TI offers by signing on with us. Thank you.

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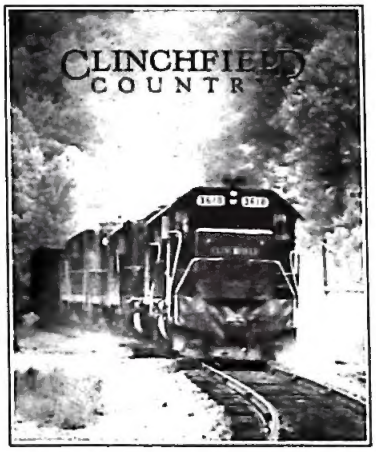

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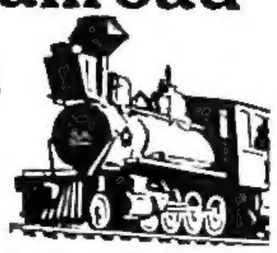

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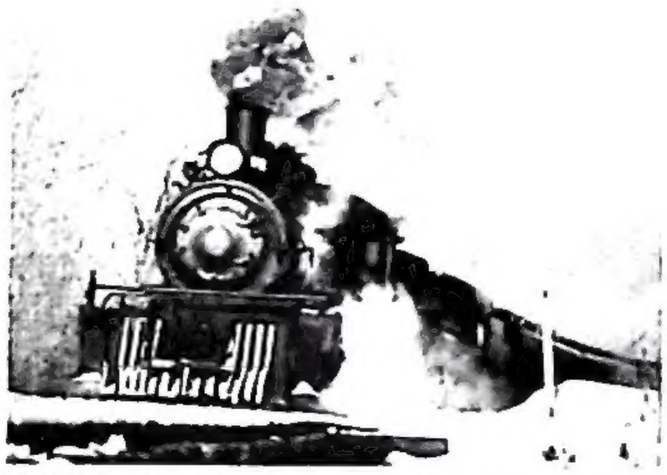

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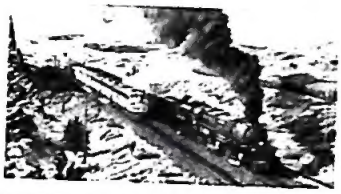

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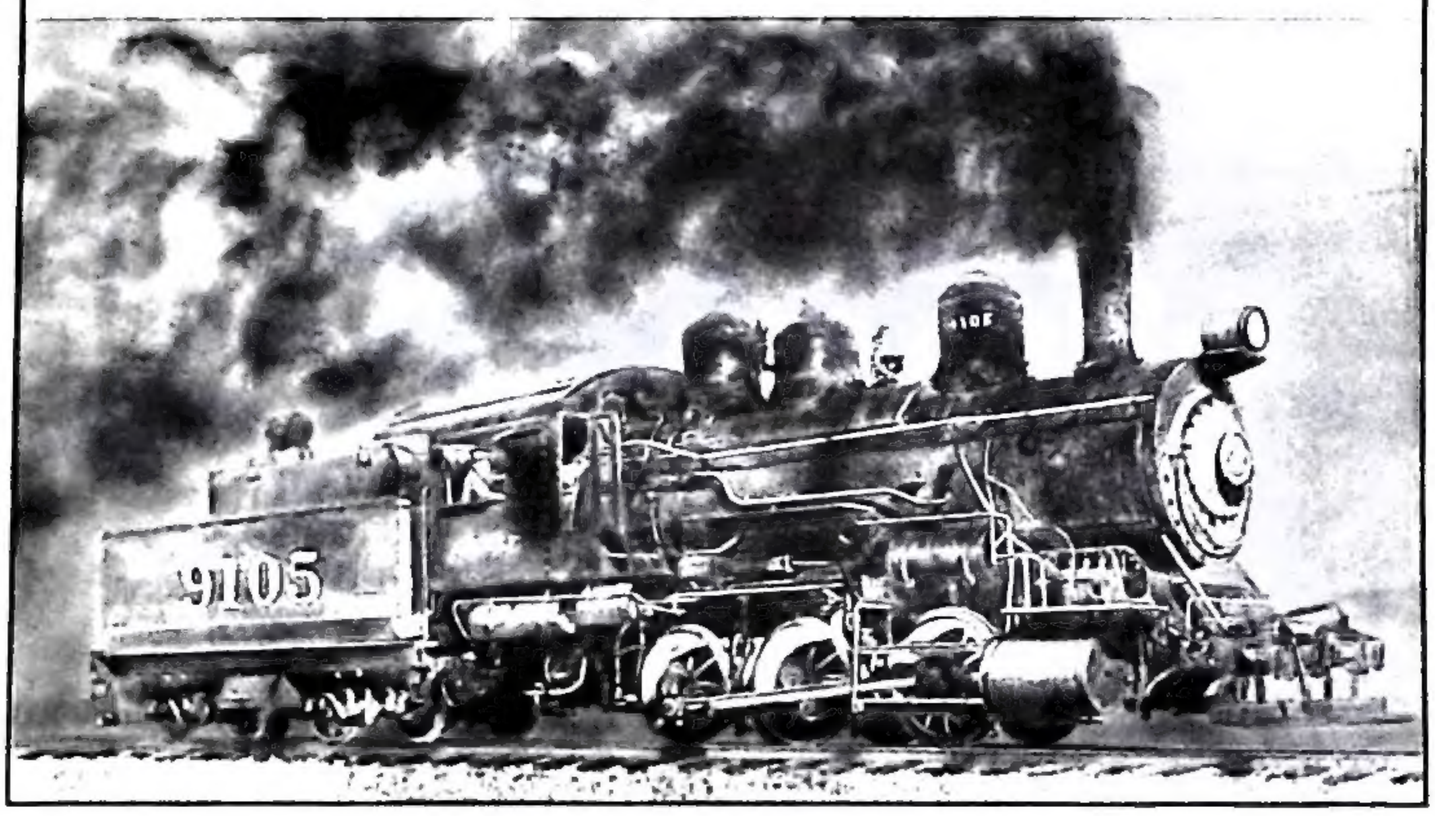

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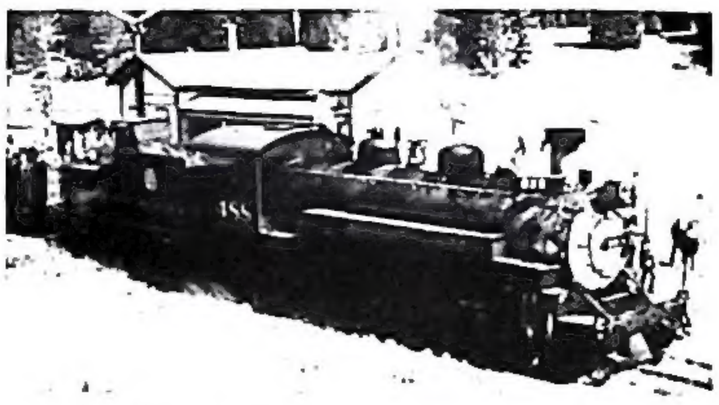

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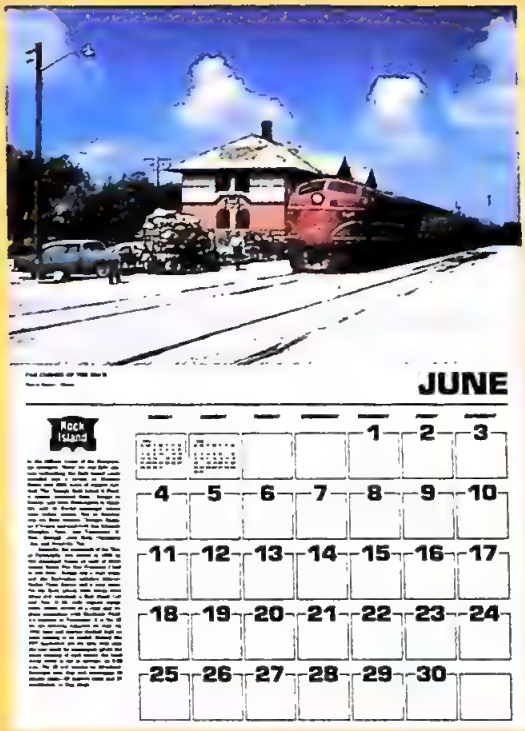

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Phil Hastings' I·O·W·A

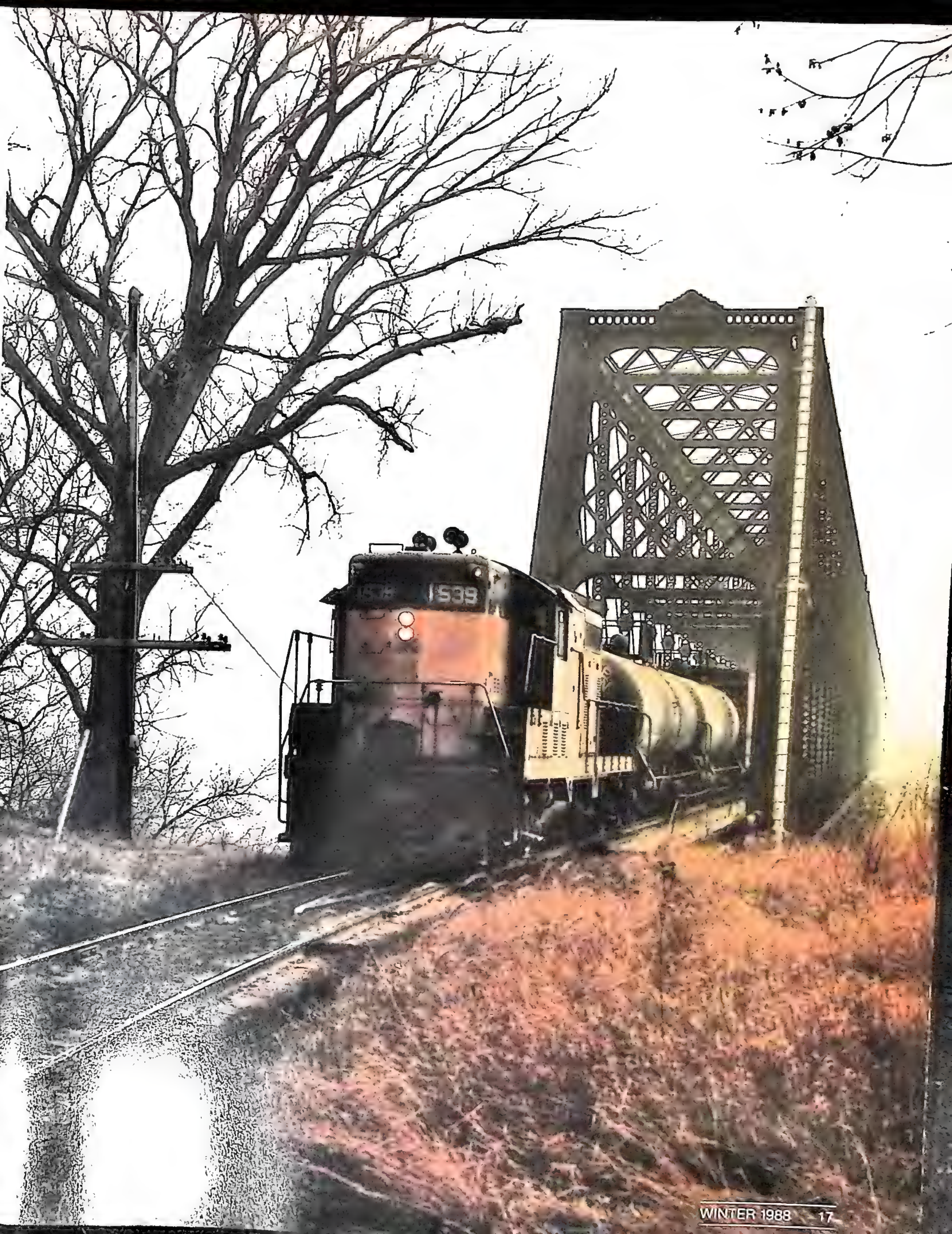
FEW rail photographers have been as influential as the late Philip R. Hastings. His was a singular blend of journalism and art. A transplanted Vermonter, Hastings also explored Iowa, his second home state. Typical of his interpretations of the subtle attractions of the Hawkeye State is this sunset view of two Rock Island GP7's parked at Wellsburg with Extra 1254 East on August 22, 1974.

A color sampler

NP
57

PHIL HASTINGS' IOWA

BYGONES: At Knoke, on the Milwaukee Road's branch between Spencer and Des Moines, grain moved south (far left) behind four rebuilt SD10 diesels September 13, 1979, a year before the line was abandoned here. Hub for the Chicago Great Western was Oelwein, where nine diesels in three color schemes congregated June 25, 1968 (lower left), six days before CGW was absorbed by Chicago & North Western. On May 28, 1967 (left), CGW Alco RS2 No. 56 worked at Tripoli, northwest of Oelwein on the Sumner-Bremer spur. Illinois Central train 13, the Chicago-Waterloo Land O' Corn, *neared Rath Tower, crossing of Waterloo Railroad's belt line, March 16, 1967 (below).*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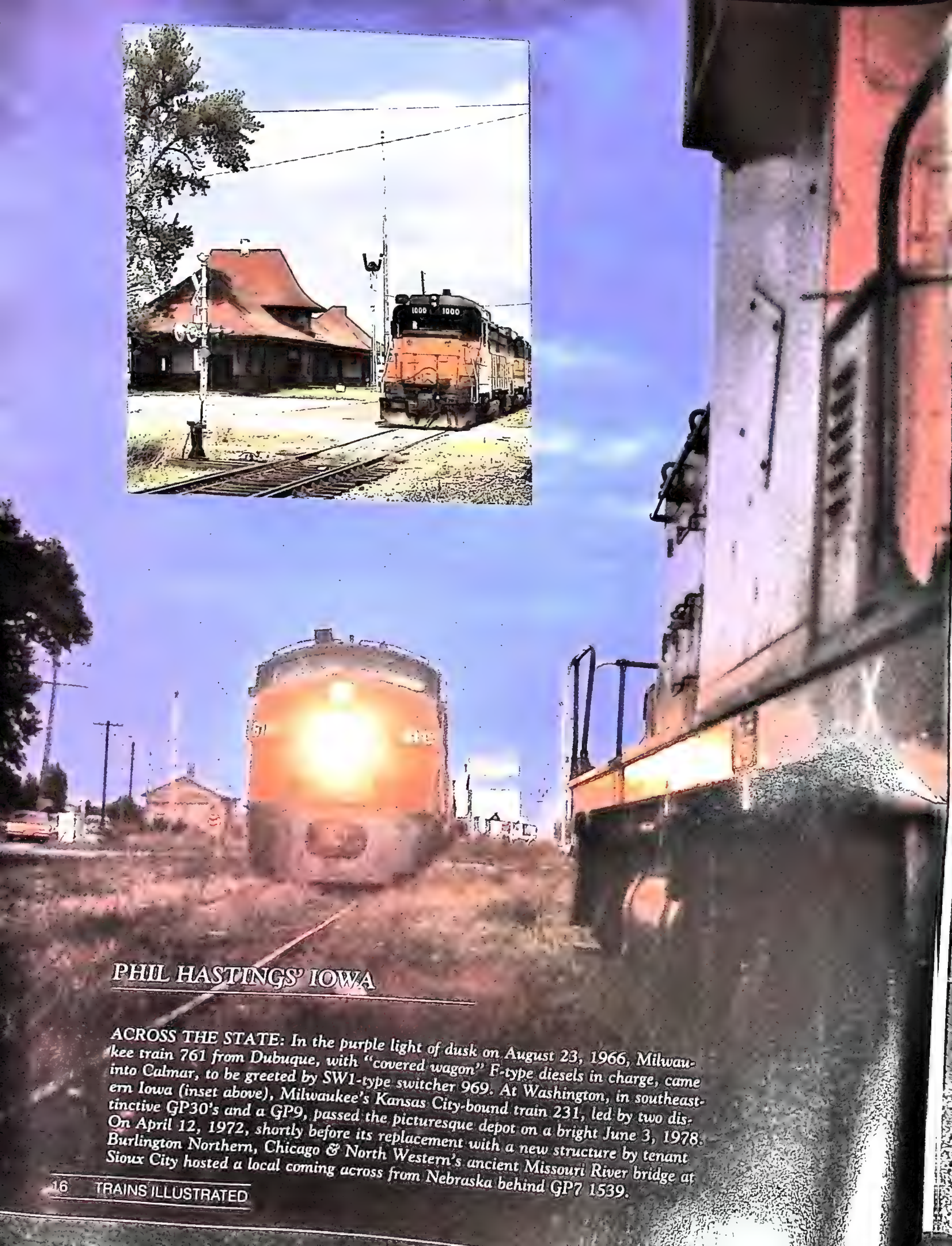


PHIL HASTINGS' IOWA

ACROSS THE STATE: *In the purple light of dusk on August 23, 1966, Milwaukee train 761 from Dubuque, with "covered wagon" F-type diesels in charge, came into Calmar, to be greeted by SW1-type switcher 969. At Washington, in southeastern Iowa (inset above), Milwaukee's Kansas City-bound train 231, led by two distinctive GP30's and a GP9, passed the picturesque depot on a bright June 3, 1978. On April 12, 1972, shortly before its replacement with a new structure by tenant Burlington Northern, Chicago & North Western's ancient Missouri River bridge at Sioux City hosted a local coming across from Nebraska behind GP7 1539.*

Quincy, Illinois, in the 1950's

WHEN 14-year-old Philip A. Weibler moved in 1952 to the Mississippi River town of Quincy, Illinois, the namesake local railroad—Chicago, Burlington & Quincy—was shifting inexorably from steam to diesel. Armed with youthful curiosity and rare talent, Weibler first used a Baby Brownie Special and later a 2¼×3¼ Speed Graphic camera to record this dramatic transition. Now a resident of West Chicago and a locomotive engineer for another railroad, Weibler fondly recalls his old haunt. "In that area between Third and Oak and Front Streets—amid the smells of creosote, river mud, and coal smoke—I learned about the CB&Q." Thanks to Phil Weibler, so can we all.

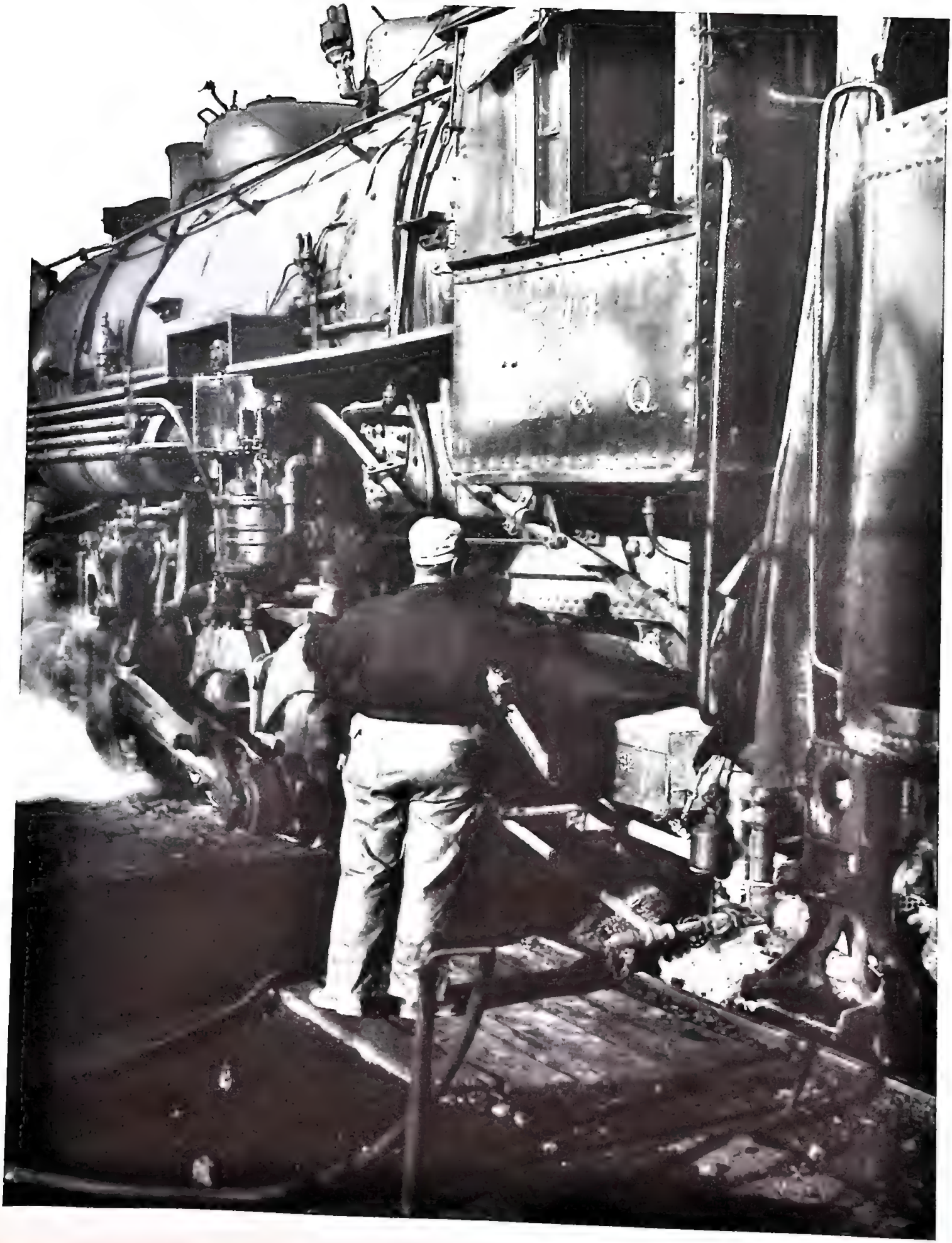
A time of transition

PHILIP A. WEIBLER

LOCAL switch engines congregated north of the stone roundhouse (below). The locomotives were fueled by a conveyor belt; footings from the old coal tower are visible beside the engines. Right: Hostlers—the men who moved locomotives around the servicing area—posed in the gangway of one. Left: South of town 5 miles in "the Bottoms" near Marblehead, an early diesel—1939-built Electro-Motive SW1 type No. 9138—switched at an industrial plant.

QUINCY

NATURAL LIGHTING in the work area illuminated O1-A class 2-8-2 No. 5141 in the 1953 night portrait above. The Burlington eventually had 381 Mikado types (2-8-2's, or "Mikes"), and at Quincy they covered work trains, drags, and the local freight to Galesburg. At the old Quincy roundhouse, a worker cleaned the ashpan of F1-class 0-8-0 541 (right). Sisters 545 and 549 and G10 0-6-0's also worked Quincy. A far cry from the old stone roundhouse is the two-track enginehouse, built across the river in West Quincy, Mo., in 1954 and occupied shortly thereafter by a pair of 1200 h.p. EMD SW7 switchers (left). This facility and adjacent yard still serve CB&Q successor Burlington Northern.



Burlington
Route

QUINCY

THE BURLINGTON ROUTE was an early diesel advocate. No. 9903, the Mark Twain Zephyr, running as St. Louis-Burlington (Iowa) local No. 43, paused at West Quincy on a snowswept day in the mid-1950's (left). Diesel 9225, a standard postwar EMD NW2 model 1000 h.p. switcher built in 1946, posed with its crew in spring 1953 (above). Passenger-service F3's, built for CB&Q's leg of the California Zephyr, substituted for on-order E9's in 1953 on the Kansas City Zephyr at West Quincy (below).

QUINCY

LOWER BAY bridge and yard visible in this October 19, 1953, scene looking west from the tower of the old Quincy passenger depot will soon be replaced by a new high-level bridge to the north, with a new yard, enginehouse, and depot in West Quincy, Mo., just across the Mississippi River.

QUINCY

VICTIM of West Quincy construction was the old passenger station, with its prominent tower, visible in the roundhouse-area view above of engine 2584, a 4-4-2, or Atlantic type, unusual on the Burlington. Atlantics were built as high-wheel passenger engines at the turn of the century; 2584, rebuilt with low wheels, lasted until 1953 on the triweekly local freight that ran the 72 miles up the east side of the river and across to Burlington, Iowa. Mikados were more the norm for the Q, and on the bright Saturday morning of December 12, 1953, O-1A 4950 leaves town with 7 cars on the triweekly local to Galesburg. The car behind the tender is a water canteen to get 4950 past abandoned water stops.

LITTLE LAKE FAREWELLS

UPPER MICHIGAN'S twilight sky this autumn eve is nature's stage, darkening purple in the east, amber hues trailing the setting sun to the west. At the hamlet of Little Lake, 39 miles north of Escanaba, three man-made titans stand calm in the chill air, issuing only a soft hum from electric blowers, a deep, confident murmur from 48 slowly pounding pistons.

It is the task of these diesels—Chicago & North Western Alco model Century 628 Nos. 6706, 6727, and 6701—this night of October 18, 1986, to lug 110 stubby ore cars carrying 8000 tons of taconite iron ore pellets from Empire Mine near Palmer, Mich., down to Escanaba, 60 miles. But for the moment, the sisters—members of a C&NW locomotive clan that represents the last six-motor Alco diesel enclave on a large U.S. railroad—stand at rest. This fall night, no other trains are moving on C&NW's single-track Partridge Subdivision between Escanaba and Ishpeming, and the crew has left the train on the main track, uncoupled the big Alcos and run them back into the passing siding, and adjourned for dinner at the nearby American Legion Post.

Which all translates into good fortune for the trainwatcher, because it offers the opportunity to carefully study the lines of these shadowed giants of 15-foot height and 69-foot length, to watch for orange carbon sparks to pop from their blackened exhaust stacks, to peer up into the dimly lit cab . . . occasion for a memorable encounter with 6706 and kin, an audience with the Century 628 in its own twilight.

At birth, this C-C turbocharged 16-cylinder 2750 horsepower behemoth was hailed by its maker as "America's most powerful single-engine diesel locomotive." Between the winters of 1963 and 1968, before Alco gave up on the new-locomotive market in 1969, the workmen of Schenectady, N. Y.,

In Upper Michigan, twilight for Alco's six-motor titans

GARY W. DOLZALL

WEATHER appropriate for a farewell clouded Upper Michigan on October 26, 1986, when Gary Dotzall photographed a trio of Century 628's at Partridge hauling empty ore cars back toward the mine.

Mike Danneman

OUTLINE of N&W's circular emblem under C&NW's reveals 628's two careers.

LITTLE LAKE FAREWELLS

constructed 186 C628's for eight railroads in the U.S., three in Mexico, and one in Australia. Although the type never sold to Canada, it was the forerunner to the hundreds of similar M630 and M636 diesels built by Alco licensee Montreal Locomotive Works after Alco's demise.

During my quarter century of train-watching, I crossed paths with a variety of C628's. Three encounters come easy to mind: Southern Pacific's, scarlet and gray, lounging at Roseville, Calif.; Louisville & Nashville's, gray and yellow, lugging coal through Kentucky; and Pennsylvania's, black to the eye, clawing at the rails of Horse Shoe Curve. And so do images of those most potent-looking C628's of all, the 30 high-nose, ponderous (up to 408,000 pounds each) units built in 1965-1966 for the Norfolk & Western. In the late 1960's, I rejoiced in the experience of watching these burly N&W Alcos, at Roanoke or Bluefield, as they forwarded legions of loaded coal hoppers from Allegheny mines toward Tidewater.

In 1973, N&W sold its C628's to Chicago & North Western; N&W Nos. 1100-1129 became C&NW Nos. 6701-6730. At first, C&NW assigned the hand-me-downs to mainline pool service on the Twin Cities and Wisconsin Divisions. But if you'll excuse what may sound like Monday morning quarterbacking, I could never fathom that. These old denizens of N&W coal fields seemed to be luggers, not granger country runners. Surely, I thought, doesn't C&NW have some coal or ore for them to haul?

Ore! Indeed, it was brown, marble-size iron-ore pellets that gave the Alco C628 reason to survive in the U.S. into the second half of the 1980's. By 1975, C&NW's 1950's-built Fairbanks-Morse H16-66's, diesels that had long occupied the railroad's ore territory, were exhausted. C&NW searched for replacements. Electro-Motive SD40's were tried, and so were the C628's. And the Alcos, born and ballasted to haul heavy tonnage, armed with the slow, potent, four-cycle Alco power plant, equipped with burly GE traction motors, won the job. A C&NW engineer put it all in simpler terms: "These monsters don't go very fast, but they pull like hell."

In the late 1970's and recession-mired 1980's, the American population of C628's, indeed of all Alco six-motor diesels on major railroads, declined. Examples: Delaware & Hudson sent its C628's to Mexico in 1978; SP and Conrail stored theirs in 1980, and L&N followed in 1981. When, in 1985, Norfolk & Western shut down the C630's that toiled in Norfolk (Va.) yard service, the C&NW C628's claimed their title as the last six-motor Alcos in the employ of a U.S. Class 1 railroad.

All of which brings us back to the dusk of October 18, 1986, at Little Lake. In the weeks preceding that night, rumors had grown more frequent, more unsettling. The message: year-old C&NW EMD SD50's soon would arrive in Escanaba and put an end to the Alcos.

Over the past decade, I had become well-acquainted with North Western's C628's. I'd been to Escanaba, where one could listen to and watch pairs of the Alcos chugging, slapping slack in and out of strings of ore cars, shoving loads up the ore-dock grade; I'd seen the Centurys working C&NW symbol freights ESGBA and GBESA between Escanaba and Green Bay, Wisconsin, as they typically did between ore work. And I'd seen the C628's as they occasionally ventured near my southeastern Wisconsin home, offering diesel-watchers opportunities to find them sleeping away the night at C&NW's Butler yard, mixing with EMD's on freights bound for Chicago, or battling a blizzard with a coal train.

But given the rumors, I had to make another visit to the C628's. TRAINS staff artist Mike Danneman also urgently wanted to journey to Escanaba (at 23 years old, he'd had fewer chances than I to witness the Alcos), and so together we drove the 230 miles from Milwaukee to Escanaba in the evening hours of October 17, daring not to fret that even the morrow might be too late.

The next day, we found our urgency to be well-founded. The ore season was winding down, and a string of the majority of the remaining 27 C628's already stood in storage. A talkative engineer told us he'd been issued an SD50 operator's manual and that the 3600-horsepower, six-motor, 370,000-pound EMD's had, indeed, visited for testing.

Both photos this page, Gary W. Dolzall

ESCANABA loading facility is a modern conveyor belt, not a classic wooden dock, but C&NW's yard sign will not mislead visitors.

SPEED, MOTION: Panned shot taken from car on highway M-35 near Brampton emphasizes the big Alcos' graceful lines.

But it was not too late—there were still Alcos alive. With information provided by an understanding dispatcher, we shadowed C628's 6701, 6727, and 6706 as the trio hauled empties from Escanaba to Empire Mine, then trailed them as the veterans, 6706 now leading, lugged ore loads toward our rendezvous at Little Lake and twilight.

With hours of gray highway between us and home, we left the Alcos after darkness came to Little Lake, and we considered our memories of the day: the gaggle of C628's huddled in the cold morning air at the Escanaba diesel house, that final refuge for these dinosaurs where the sounds of EMD power plants were not yet common; the Centurys, dynamic brakes purring, as they carefully eased loads downgrade between the autumn-colored trees along Partridge siding. And, of course, the Alcos standing in silhouette at Little Lake. We recalled the images, and, with the knowledge that snowy days surely were close in the far north, reasoned that we'd had our final audience with North Western's C628's.

But once back home, once rested, Mike and I reconsidered. I thought in particular about sharing the drama of the Alcos with my son, Paul, a little boy of 4 years who happily spends scores of hours trackside with his dad. Only days later, Mike and I planned a return trip, this one to share with others close to us the experiences of six-motor Alcos in twilight.

On October 25 and 26, 1986, amid fog and rain that could not dampen our spirits given the great yellow-and-green gladiators we tracked, the experience of Alco's C628 was rekindled for the adults—and born for a little boy. In the mind, and on film, we molded images of the aged but still gallant

But

it was not too late-

there were still

Alcos alive.

Alcos: Images of 6728 and 6723 casting through the mists of dawn as they bobbed through Upper Michigan's pine country with train ESGBA bound for Green Bay. Sights and sounds gathered as the Alcos swayed and barked on their ribboned path alongside Highway M-35. Memories of two sets of C628's meeting at Little Lake, as empties and loads were drawn endlessly between ore mine and dock. Recollections of C628's pitching smudges of oily gray exhaust into the cold, humid autumn air, swirling up dust behind their chord of ore cars, and of the Alcos treading carefully across the causeway of the remote, still water of Goose Lake.

Inevitably, our farewell with the C628's had to come, and it did so on the afternoon of October 26, again at Little Lake. Once more a trio, headed by 6701, was resting while its crew went for a meal. Despite the chill, despite a soft falling mist, we spent a few more minutes with the elderly creatures that by now seemed old friends. Finally, there seemed no more to be done, no more last looks to take, and we pointed home to await the inevitable news of the Alcos' retirement.

It was only weeks until the news came. On November 19, 1986, green-and-yellow SD50's arrived in Escanaba and replaced the Alcos on the Partridge Subdivision ore trains. Older EMD's, SD40-2's, took over the Escanaba-Green freights. A single C628, 6703, endured in Escanaba dock vice until December 26, then joined its sisters in storage

A few months later, in February 1987, I returned Michigan's wintry and snow-dressed Upper Peninsula to m the C628's conquerers. By this time, C&NW SD50's been joined by sister SD60's—and I heartily discovered the show remained good. Pairs of the big EMD's handled toil of three Alcos, and no apology need be made for the perience of watching the lanky SD's twisting themselves an string of loaded ore cars through the rock-strewn hills r Partridge. History can turn quickly, and the big SD50's 60's, in fact, were later replaced on ore trains by SD40- The C628's remain stored but intact, and there has even b promise that they might return to life for a new owner C&NW successfully spins off its ore line, as planned, to part of a new regional railroad.

Still, the turbocharged howlings of the SD's EMD po plants to be heard amid the pine country of Upper Michi left little doubt that we truly had, that previous October, nessed the twilight of U.S. Class 1 railroading's employm of six-motor Alcos. ■

FALL [illegible]NESS is evident on Goose Lake on overcast October 25, 1986, as empties head for mine.

Mike Danneman

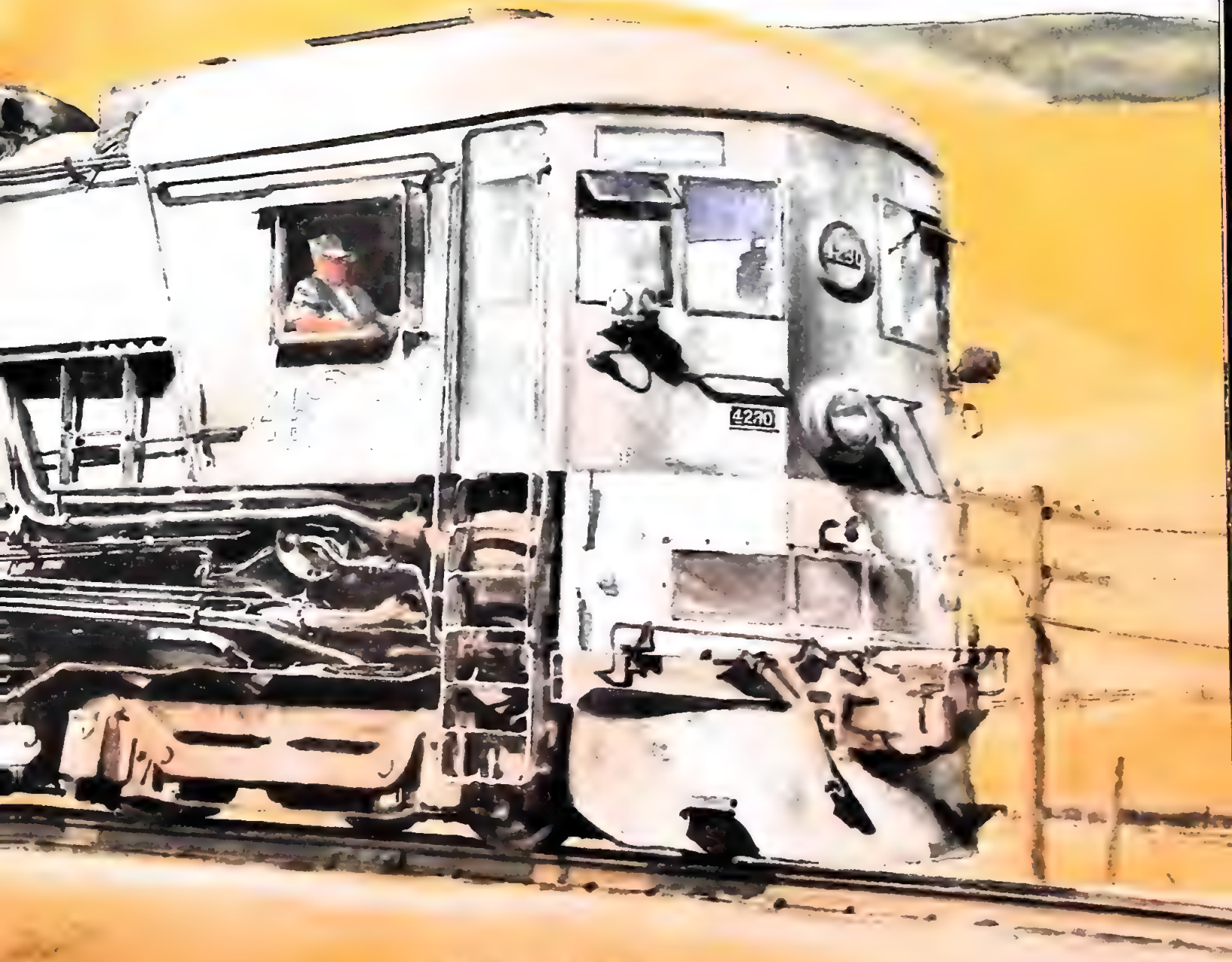
LITTLE LAKE FAREWELLS

Gary W Dolzall

THE Alcos stored, EMD SD50 and SD60 haul the ore February 21, 1987.

California-Style

FOR a kid growing up in the Midwest, toting camera and sketchbook to trackside at innumerable places thereabouts, the West, especially California, was pretty far away—not my backyard. Hundreds of miles I could handle. Thousands, no. By the time nearly a hundred migrant workers and I rolled over California's Tehachapi Mountain on a Southern Pacific freight, steam locomotives were long gone. Did I miss the West and Pacific coast in steam? No. The photos of Dick Steinheimer, Robert Hale, Stan Kistler, et al., were enough. The brilliant, published outpouring of their photos was for me vicarious proof that California-the-golden was covered. Who could have asked for more? There they were: Santa Fe and SP in smoky black and white. It was left for me only to obtain a sense of stark hills and hazy California color to enhance my recall of their photographic record, and to render Southern Pacific AC-10 class No. 4230 in its bad-water last years, with laid-back engineer, romping through the folded hills above East Bay, much the way Steinheimer did. California-style. So, here's a long-overdue thanks to the masterful photographers of the Far West from an admirer. Here's a cab-forward, running extra, back at you.—TED ROSE.

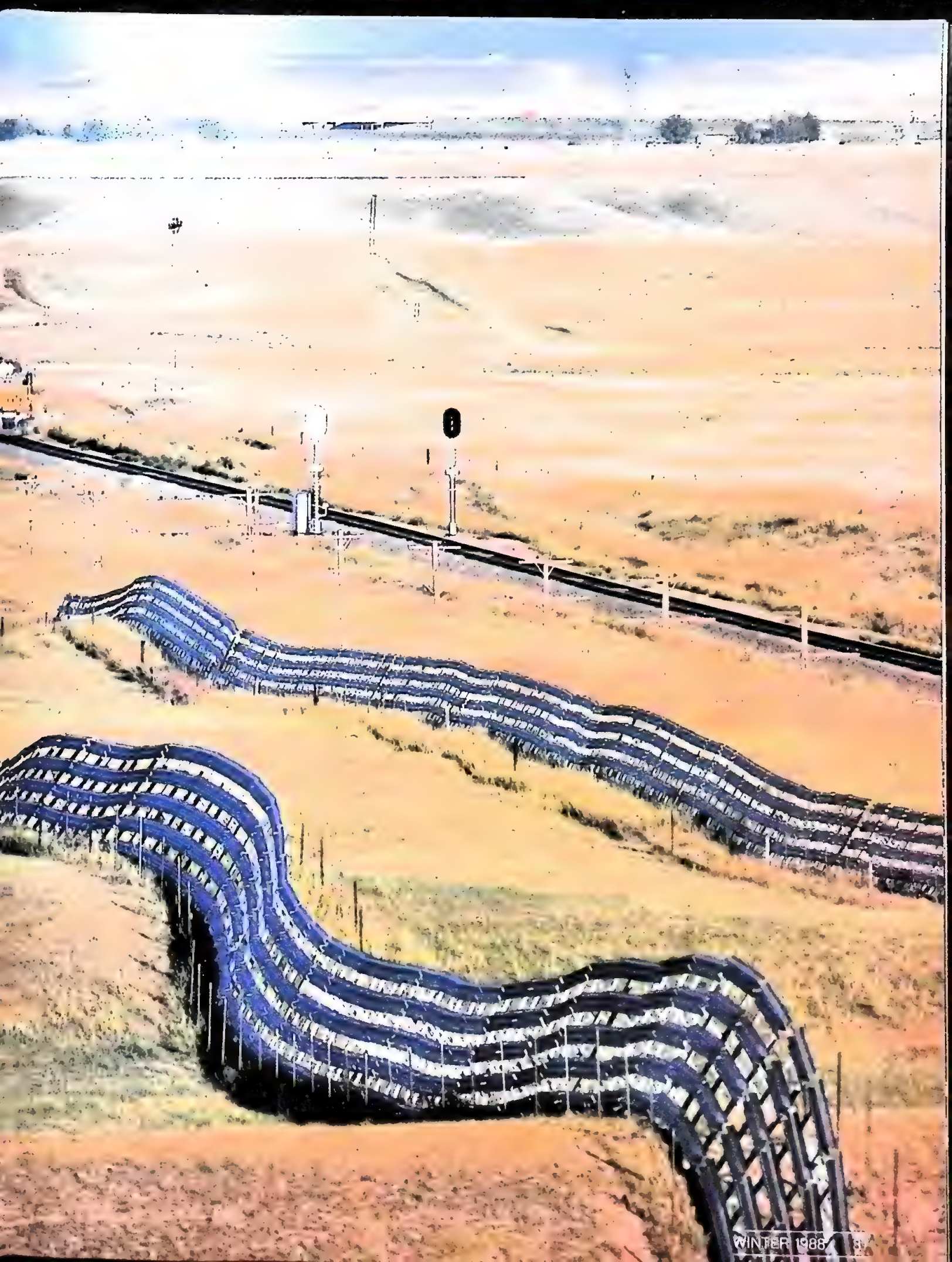


A GARY BENSON GALLERY

Snow fences provide a twisting counterpoint as a Union Pacific freight train knifes through Wyoming rangeland west of Cheyenne. Credit the spectacular scene to Gary J. Benson, a New Jersey-based photographer whose work has appeared in such magazines as *Geo*, *Modern Photography*, and *Smithsonian*. Lured by the drama of the high iron, he has photographed trains throughout North America for a book he is producing for a major New York publisher. More of this talented newcomer's 35mm work follows.

New talent from the East

GARY J. BENSON



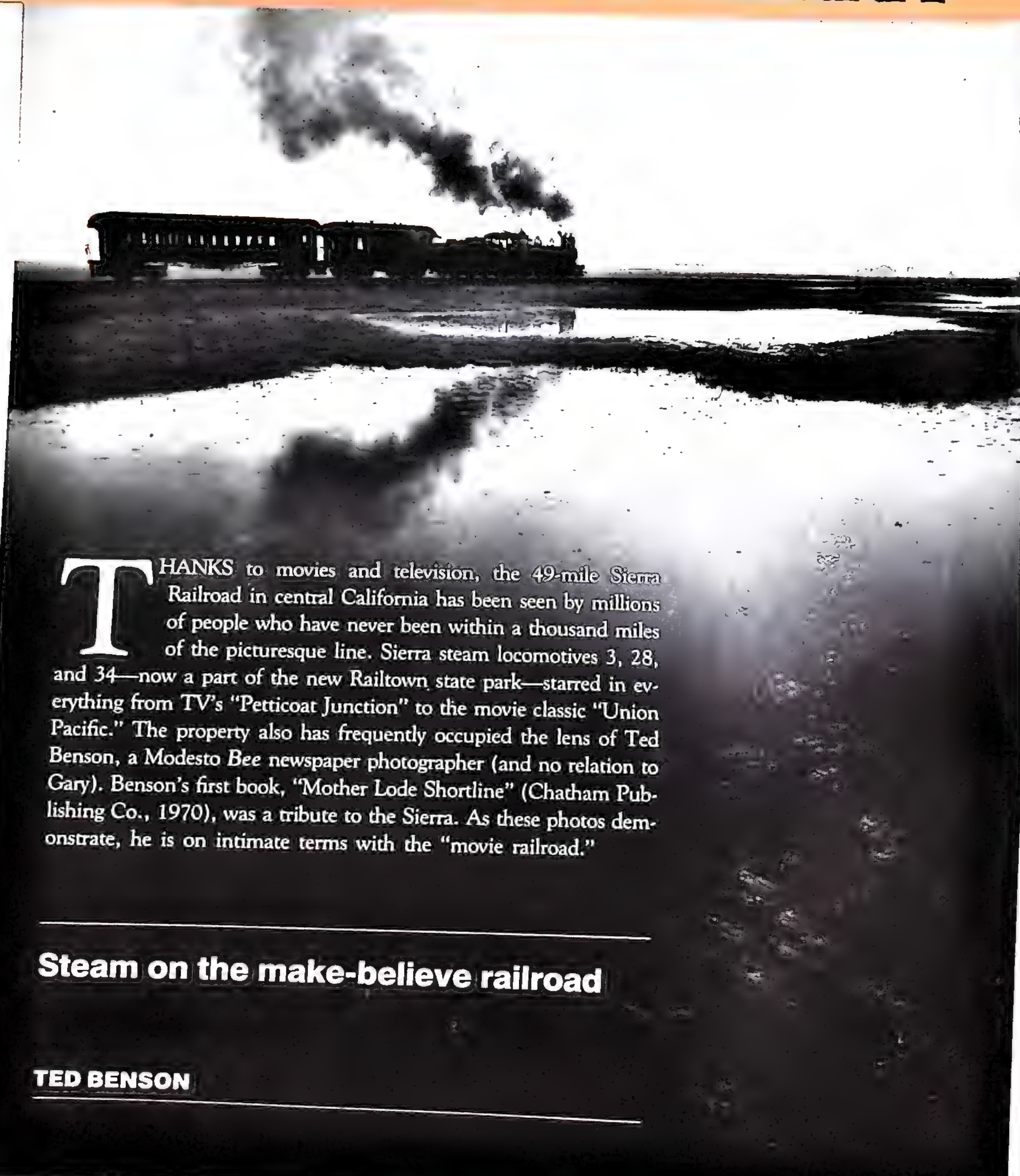
GARY BENSON

SNOW has dusted Conrail's "Southern Tier" line through New York State, but that won't hamper the heavy-duty railroading on January 27, 1988, along this stretch of former Erie main line. Near Deposit (above), a big SD50 diesel leads a westbound Conrail freight past a church, while to the west, near Smithboro (left), Pittsburgh & Lake Erie GP38 units head east with a Conrail coal train.

GARY BENSON

IN the golden light of a California sunset, an eastbound Southern Pacific freight approaches the end of a siding at Bena. Near Willcox, Arizona (inset), a December sunrise outlines the distinctive silhouette of a speeding SP "tunnel motor" diesel.

TED BENSON'S SIERRA



THANKS to movies and television, the 49-mile Sierra Railroad in central California has been seen by millions of people who have never been within a thousand miles of the picturesque line. Sierra steam locomotives 3, 28, and 34—now a part of the new Railtown state park—starred in everything from TV's "Petticoat Junction" to the movie classic "Union Pacific." The property also has frequently occupied the lens of Ted Benson, a Modesto *Bee* newspaper photographer (and no relation to Gary). Benson's first book, "Mother Lode Shortline" (Chatham Publishing Co., 1970), was a tribute to the Sierra. As these photos demonstrate, he is on intimate terms with the "movie railroad."

Steam on the make-believe railroad

TED BENSON

SERENE 1983 TV scene with 4-6-0 No. 3 (opposite page) contrasts with excursions in 1971 (top) and 1972.

TED BENSON'S SIERRA

VISTAS and vintage trains have lured Hollywood directors to the Sierra Railroad. In 1975, 2-8-2 34 and 2-8-0 28 crossed Dry Creek trestle for a scene from the Woody Guthrie biography "Bound for Glory," starring David Carradine (inset, left) as Guthrie. For the 1970 film "Joe Hill," director Bo Widerberg (inset, right) aimed his Arriflex camera down the track.

MERIDIAN MEMORIES

UNTIL the 1970's, rail photographers in the Deep South were few and far between, compared with the Northeast, Midwest, and West Coast. But Parker Lamb, or "J. P. Lamb Jr." as his frequent TRAINS Magazine credit line read in the early years, was busy with his 2¼-inch-square-format camera. Lamb is a college professor, and his published works have reflected his whereabouts through the years, from Seaboard to Illinois Central to Missouri Pacific. From a historical standpoint, perhaps his most valuable work from the '50's and '60's came in his hometown of Meridian, Mississippi, served by Southern Railway, IC, and Gulf, Mobile & Ohio. For his first TRAINS ILLUSTRATED salon, Lamb chose the latter. South of St. Louis, GM&O was an Alco diesel stronghold, but seldom photographed. On a foggy evening in August 1961, less than 2 years before EMD's replaced them, these 1500 h.p. FA1's posed for him.

A remembrance of the Gulf, Mobile & Ohio

J. PARKER LAMB

&O

FIREMAN catches the breeze as FA1 738 guns 77-car freight No. 28 north through Marion, 10 miles out of Meridian, on the hot evening of July 11, 1958.

SHORTLY after dawn on a June 1954 morning, the Mobile-bound Gulf Coast Rebel *from St. Louis nears Meridian behind GM&O's first two Alco PA1 passenger diesels. GM&O bought a third PA secondhand—the 1948* Freedom Train *locomotive.*

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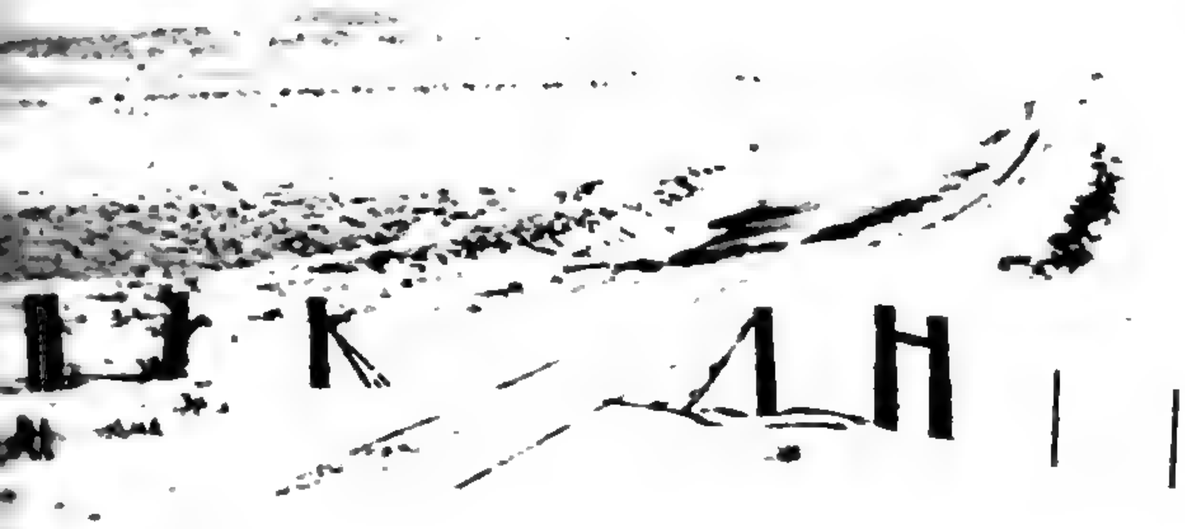
Snowfighting on the Wyoming

& Colorado



TWO former Union Pacific branch lines in southeastern Wyoming, the 92-mile Coalmont Branch west and south from Laramie to Walden, Colorado, and the 24-mile Encampment Branch off the main line near Rawlins south to Saratoga, in 1987 became the province of a new short line, the Wyoming & Colorado. Motive power is three EMD F-type cab units, off the Alaska Railroad, provided by Mountain Diesel Transportation: FP7's 1510 and 1512, and F7B 1511. On February 17, 1988, 1510/1512 set out to clear the Encampment Branch, when they became stuck in the snow. So did borrowed UP GP38-2 No. 2001. Dave Gross was among the few photographers who attended the spectacular show.

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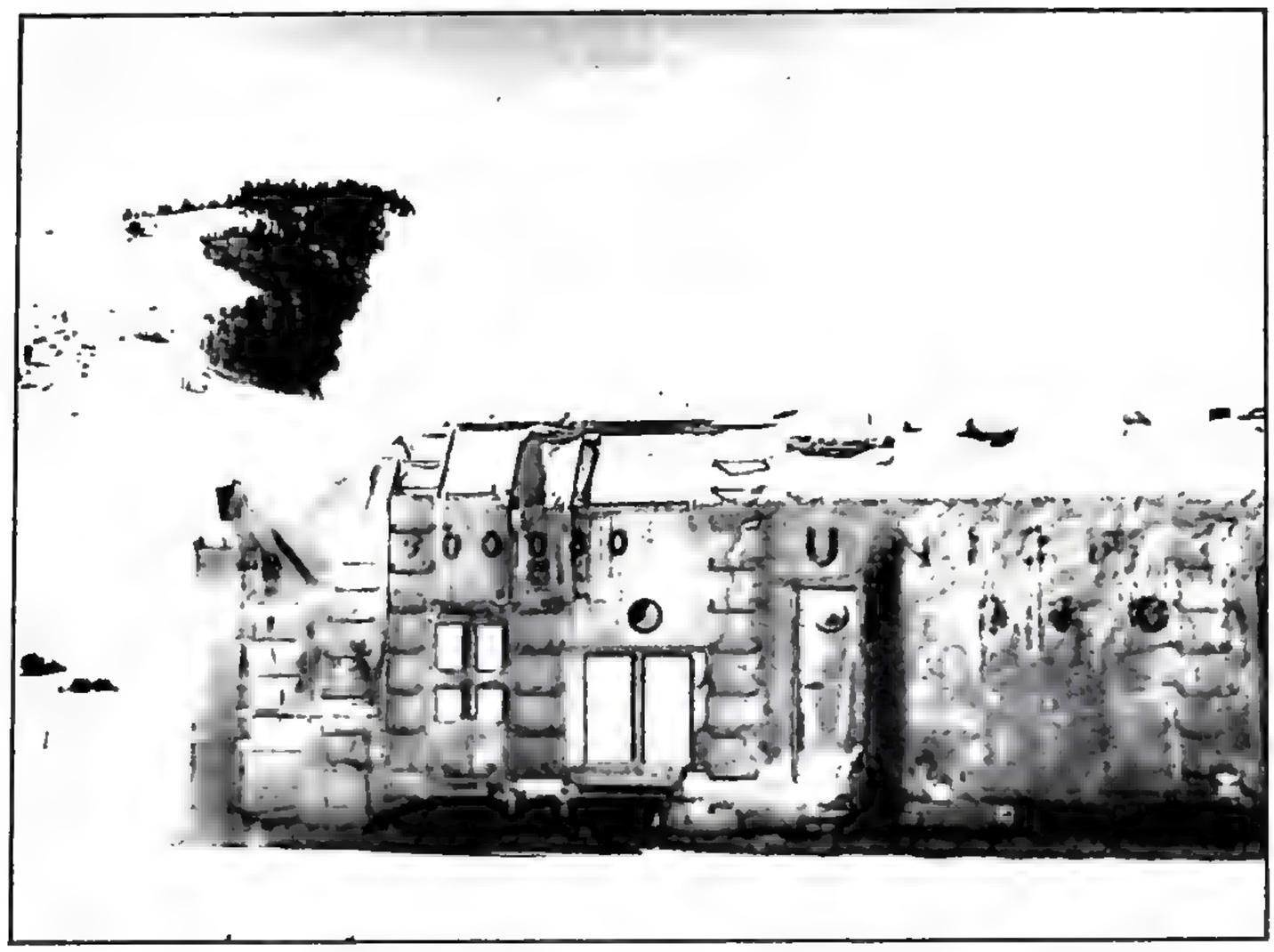
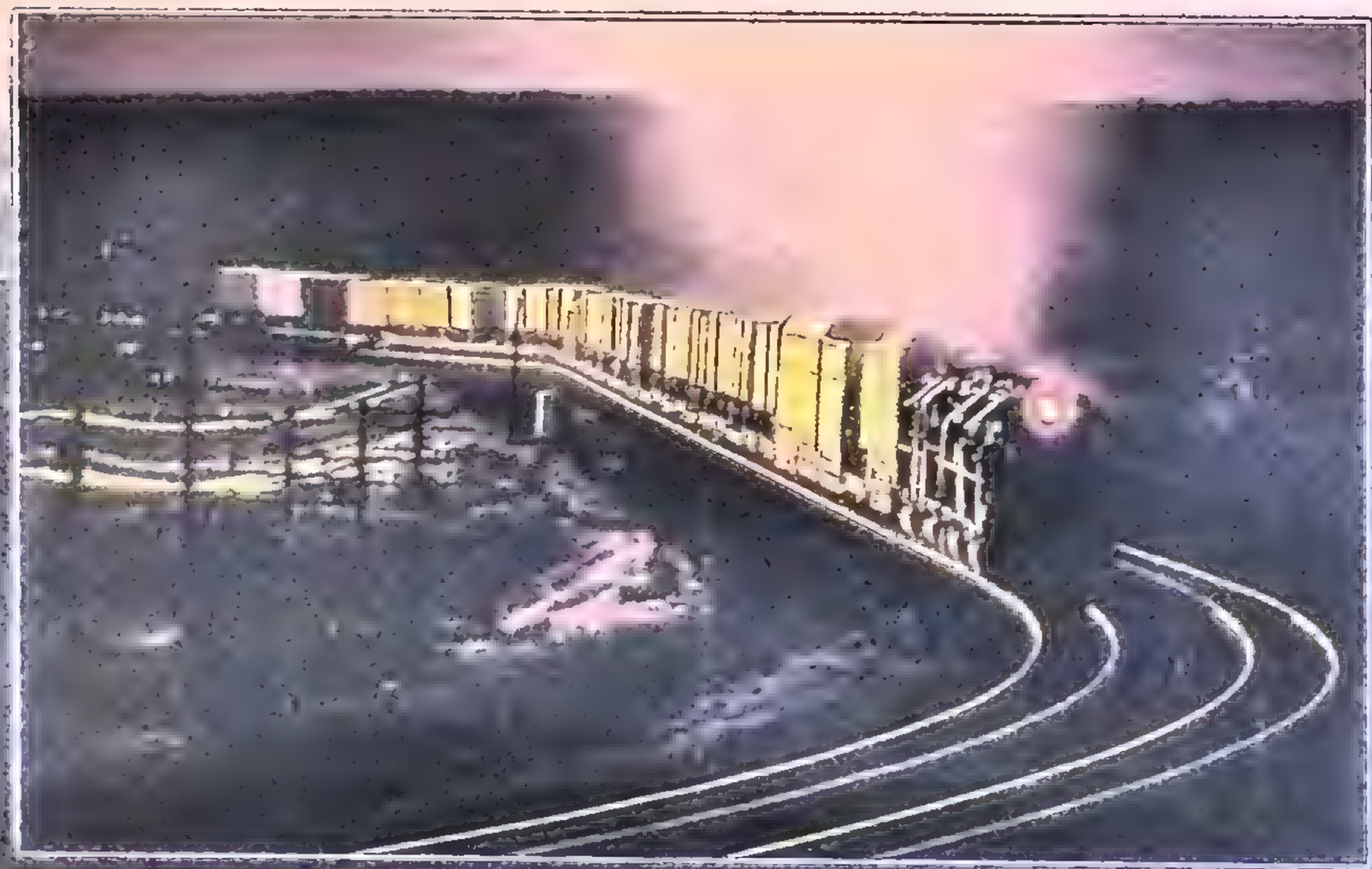
SNOWFIGHTING



RAILROADING'S snowblowers, the big steam or diesel-driven rotary snowplows, are rarely called out to fight falling or drifted snow any more, but Wyoming & Colorado employed Union Pacific's 1958 diesel rotary 900080, normally stationed at Cheyenne, Wyo., to clear the Coalmont Branch on March 7-8, 1988. The train consisted of all borrowed UP equipment except one locomotive; GP40's 643 and 633 sandwiched W&C's Mountain Diesel F7B 1511 as motive power, with a crew car and caboose trailing. The spectacular action photos at right and above were made south of Camp and at Kings Canyon, Colo., respectively; afterward, there was a chance to contemplate the aftermath at a Northgate grade crossing (below). All photos were taken March 8.

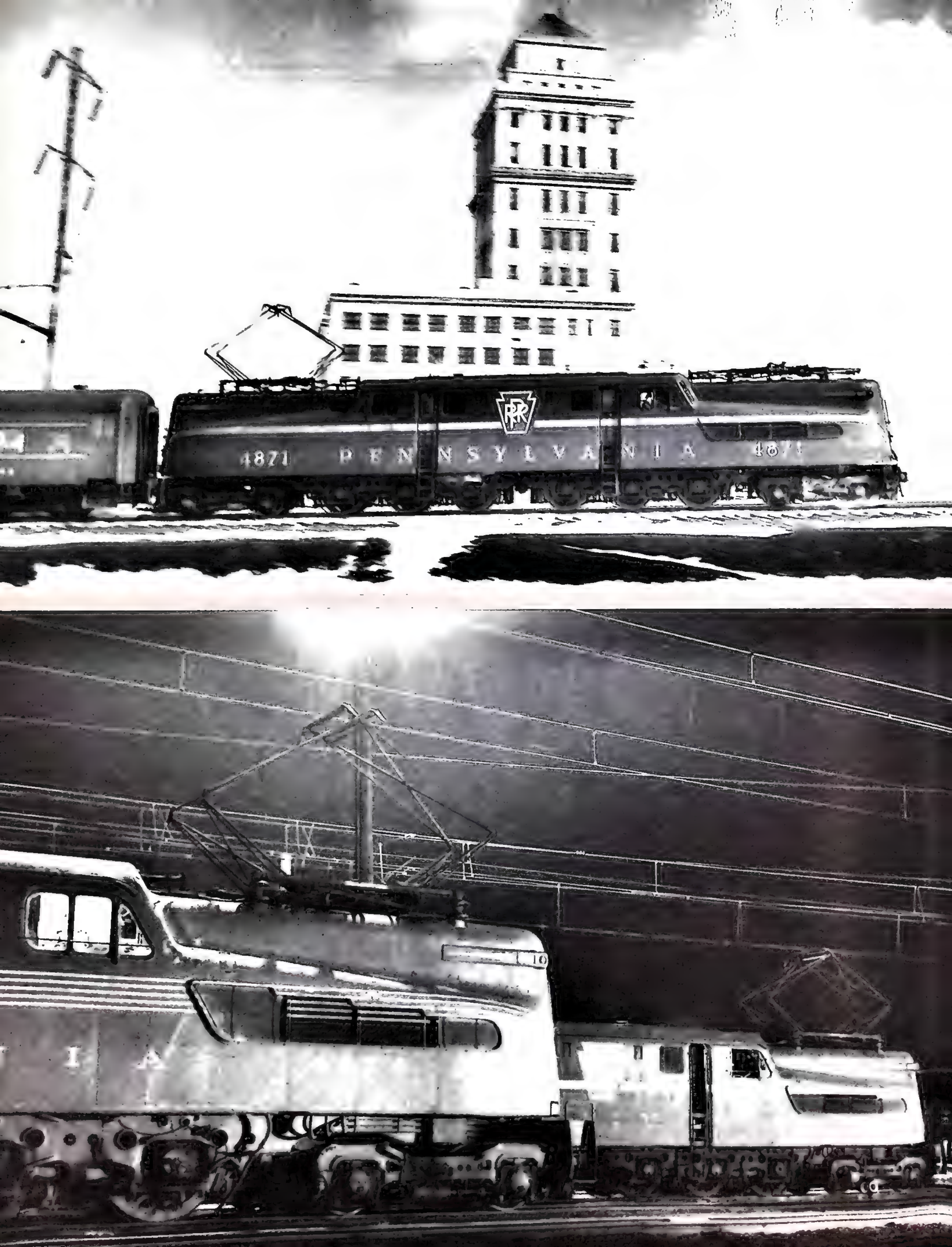
PICTURE SHOW

MARK W. HEMPHILL, then an Alaska resident and later a Californian, rose early to photograph Amtrak No. 5, the westbound San Francisco *Zephyr*, as its two SDP40F diesels and 10 cars rounded a curve just west of Winnemucca, Nevada, on Southern Pacific tracks at sunrise on April 19, 1980. Newer F40 diesels and 1980's Superliner cars now equip all of Amtrak's western long-distance trains.



BLAIR KOOISTRA, Ogden (Utah) newspaper photographer, caught the reflected light of dawn off the four SD40-2 diesels, automobile rack cars, and "piggyback" truck-trailer flat cars of Union Pacific's freight CSLAT as it climbed the 0.8 percent grade on Peru Hill west out of Green River, Wyoming, on June 16, 1986.

An exhibit of individual efforts


4871
PENNSYLVANIA
4871

PICTURE SHOW

THE Pennsylvania Railroad's electrification between New York and Washington, and Philadelphia and Harrisburg, was synonymous with the GG1 locomotives, 139 of which were built 1934-1943 by General Electric and the Pennsy itself. Three widely known eastern photographers were among those covering the popular "G's." DON WOOD took the full-broadside panned shot of 4871 at Elizabeth, New Jersey, in March 1960; DAVID PLOWDEN made the portrait of 4920 and 4864 at New York's Sunnyside Yard in November 1961; and JIM SHAUGHNESSY did the night study of 4874 and 4905 at Ivy City terminal in Washington in February 1961.

THOMAS TULIS used a 3-minute exposure for this multiple-flash shot of Norfolk & Western restored excursion steam locomotive 1218, a 2-6-6-4 Class A, and a pair of Norfolk Southern road freight diesels (GE U23B 3901 and EMD GP38 2747) on the depot lead track at Birmingham, Alabama, in the fall of 1987.

PICTURE SHOW

BOB CHAMBERS employed a large (2¼ × 6¾-inch) format Linhof Super Technorama camera—only four exposures per roll—to record Toronto, Hamilton & Buffalo NW2 No. 53, built by Electro-Motive Division at La Grange, Illinois, in 1948, showing off its fresh paint on the Hamilton (Ontario) turntable in August 1982.

RICHARD STEINHEIMER, acclaimed California professional rail photographer, caught six Southern Pacific "covered wagon" F7 diesels on a westbound freight passing a sectionman (track maintenance employee) at Crystal Lake, elevation 6000 feet, dropping down from Donner Summit on a hot August 1966 afternoon.

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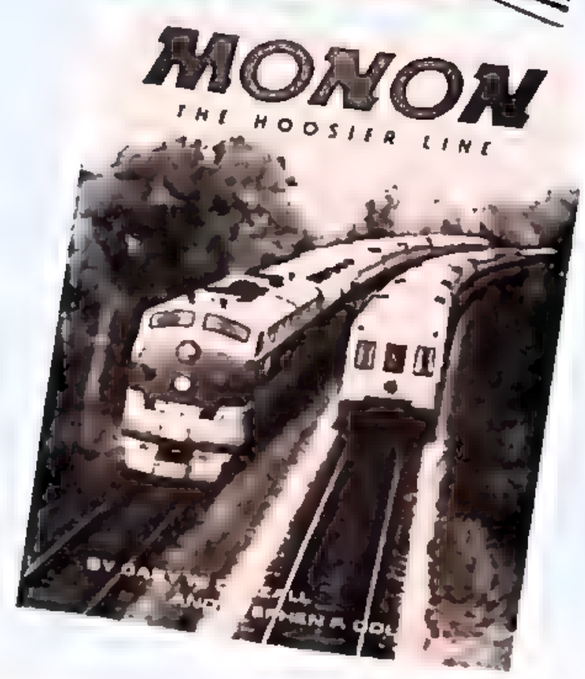

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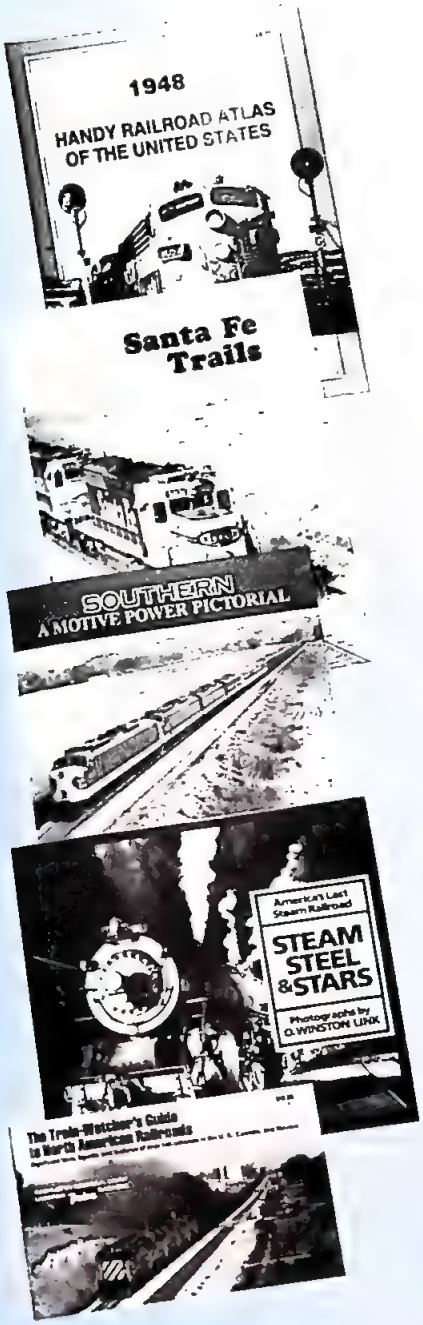

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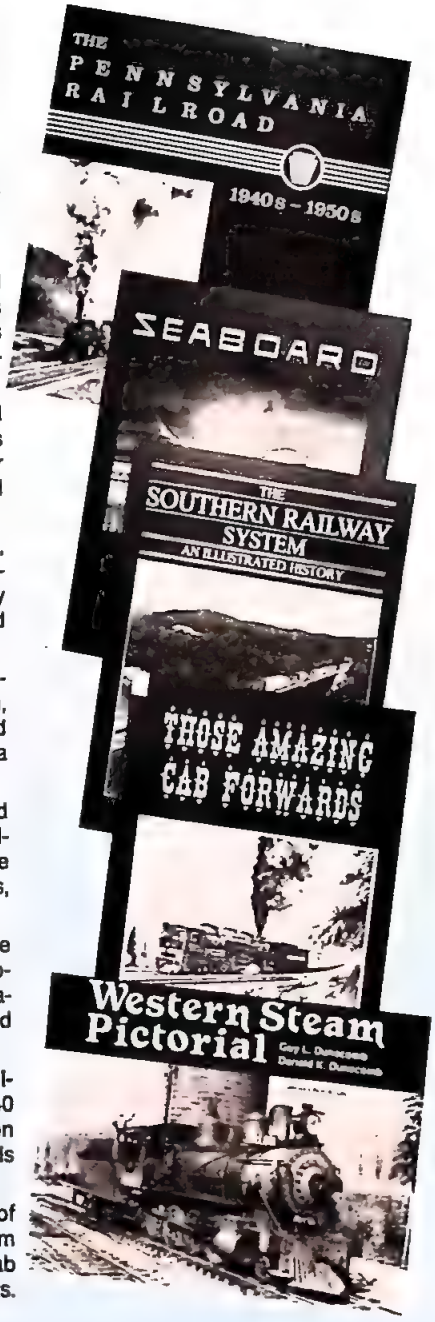

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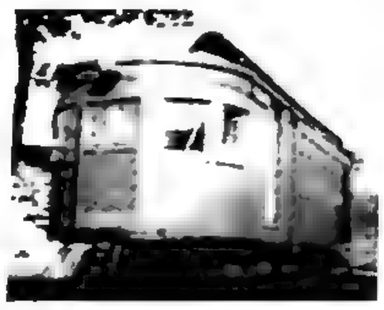

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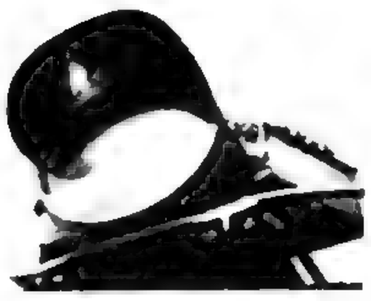

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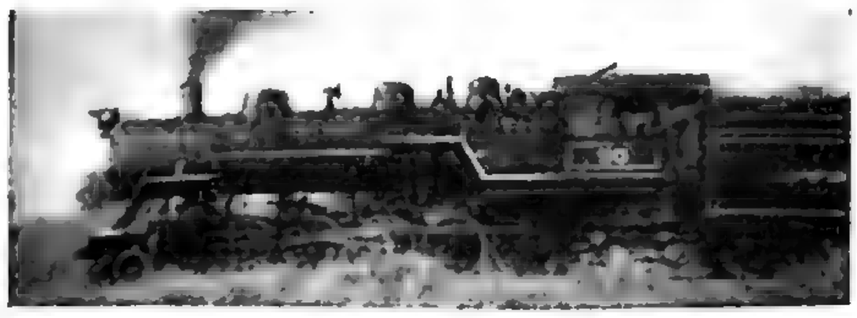

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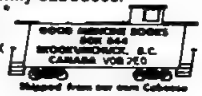

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The second issue of TRAINS ILLUSTRATED, in Summer 1989, will present a gallery of favorite photos made at trackside by professional photographer David Plowden, creator of nine books and nationally acclaimed for his industrial and architectural work, entitled "Railroading Up Close," centering on the human element, exemplified by the Penn Central worker above. Plowden was attracted to the railroad during the final years of steam locomotives, but has revisited the main lines and yards again and again to record on film its employees, structures, and machines.

Again TI will have a balance of black-and-white and color photography — the work of veterans such as Ben Bachman and Blair Kooistra and other well-known photographers, as well as newcomers including Gary Benson and Dan Hormann . . . plus artwork and another potpourri of individual photos in "Picture Show."

SUMMER 1989 issue on sale JUNE 15

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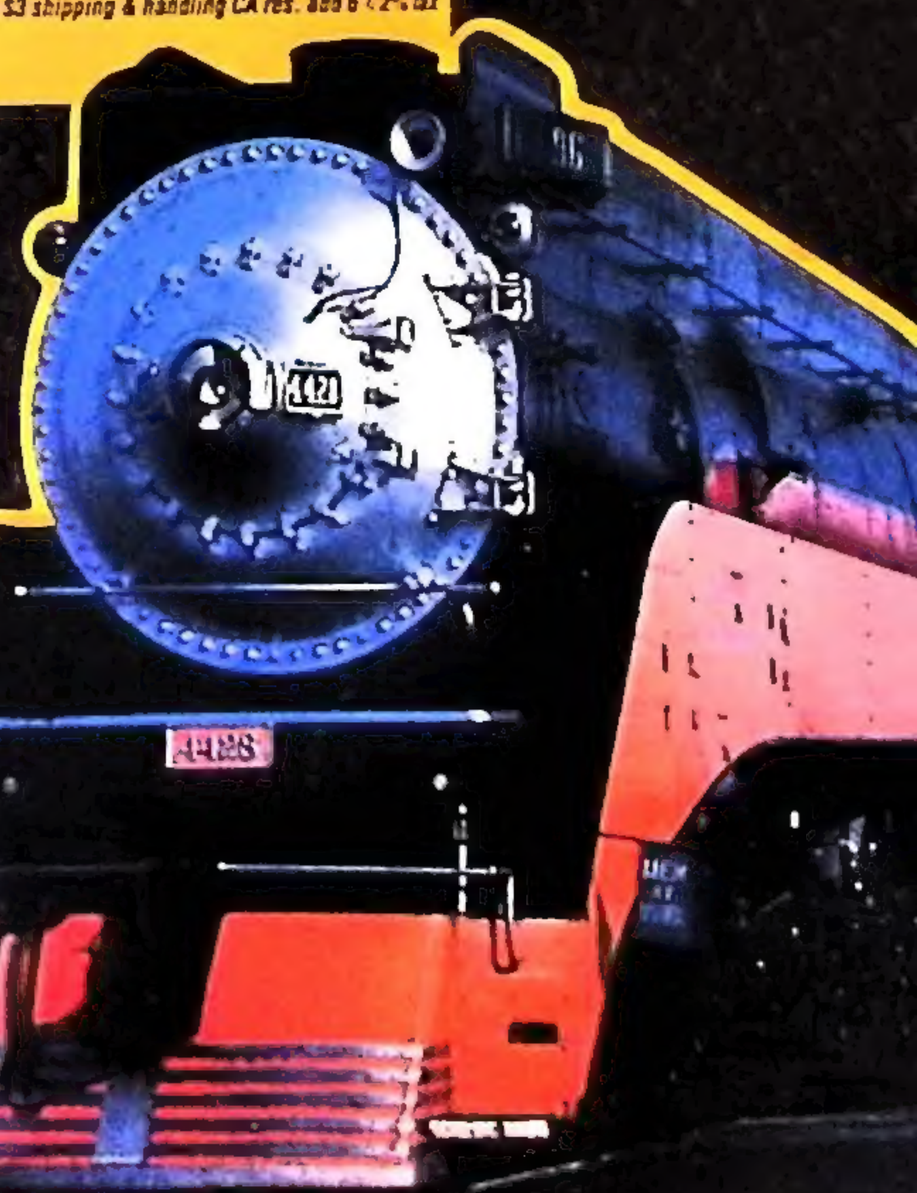

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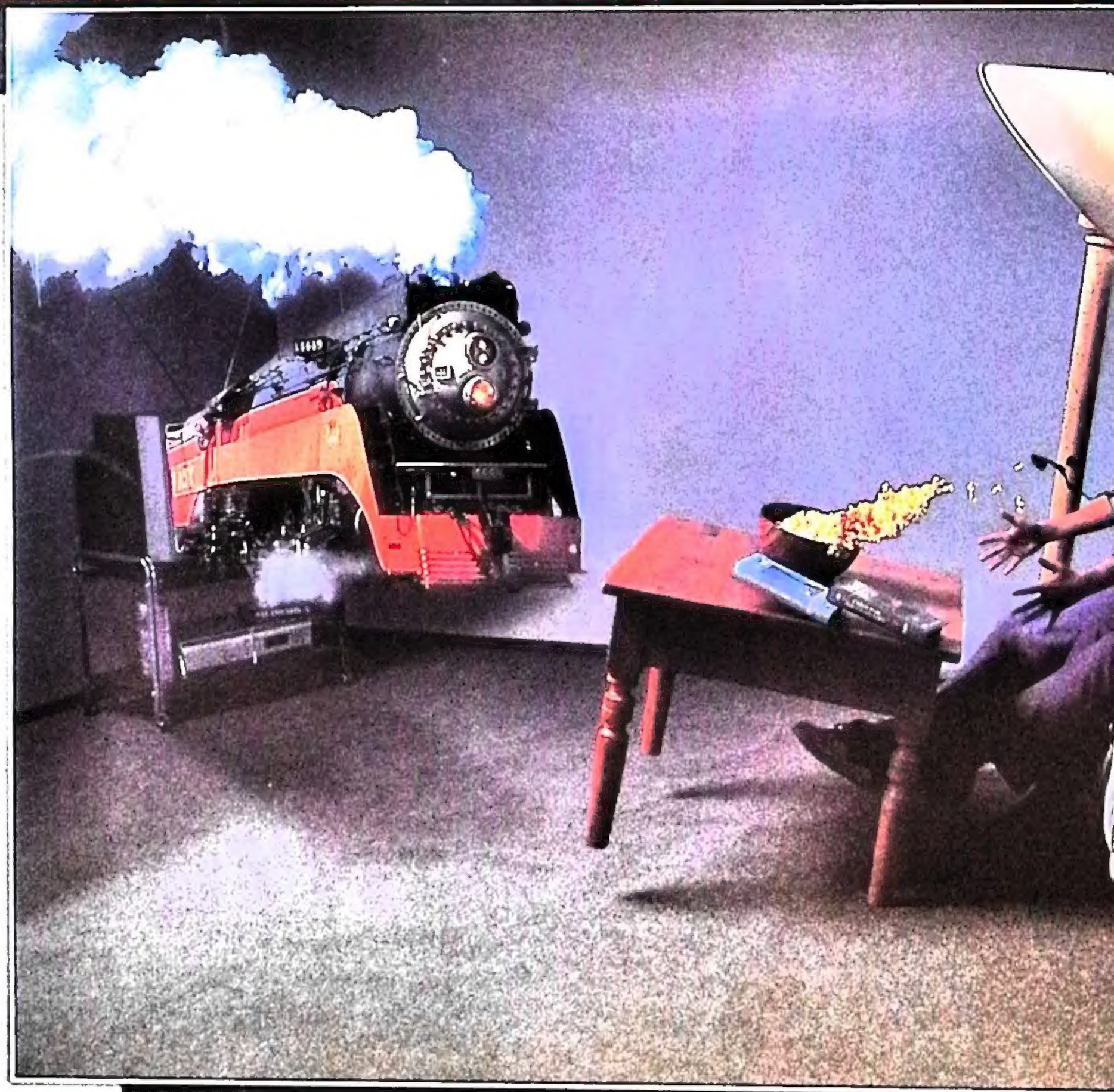

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